

Mr. T. K. Krishna Menon.—(a) The President, after taking the sense of the meeting, adjourned the Council, on a requisition from Mr. S. S. Koder, as a great many of its Members wanted to participate in the reception given to His Highness Rama Varma, M. A., L. T., B. Sc., Bar-at-Law, on his return from Europe where he was the first from the Ruling Family to go for the prosecution of higher studies.

(b) The train was late and several Members suggested to the Deputy President the advisability of adjourning the Council. The President and the Deputy President could not possibly attend the meeting in time.

Talavattampara road and Ayalur Road from Kypancheri to Ayalur Temple.

501. Mr. A. S. Harihara Ayyar.—Will the Government be pleased to inform whether, considering the importance of Ayalur Tiruvazhiyad and Kyradi in population, traffic and education, the Government will kindly make the above two roads a second class road and place the same under P. W. Department?

Mr. I. Raman Menon.—The matter will be considered by the Government.

Forest exclusions and Survey charges of kanam lands.

502. Mr. A. Eachara Menon.—Will the Government be pleased to state:—

(1) on what principle the prices of forest exclusions are fixed;

(2) why should the Government burden the purchasers of *kanam* lands with Survey charges when they have incurred none when such lands were sold?

Mr. T. M. Krishna Menon.—(1) Land value of forest exclusions is generally fixed with reference to the fertility of the soil, facilities of water supply, importance of the locality and other like considerations.

(2) The Survey charges represent the cost incurred by the Sirkar in the demarcation and Survey of the exclusions, to be subsequently recovered from the parties at the time of assignment.

Harbour Reclamation works and the ferry route.

503. Mr. P. Krishna Menon.—Will the Government be pleased to state:—

(1) is it not a fact that after the commencement of the Harbour reclamation works a more lengthy route has to be

taken by the ferry boats in crossing from Ernakulam to Cochin and vice versa; what is the duration of time for each trip before and after the reclamation works began;

(2) is the Government aware that the present route lies almost through the mouth of the Harbour and that during low tides extreme difficulty is felt in crossing that portion of the backwater;

(3) has not serious accidents (at least two) happened on account of the extreme difficulty of steering the boats through the channel now very much narrowed and lying between the Mattancheri shore and the reclamation bund opposite to it;

(4) have the Government thought over the question of providing a safer and shorter passage between Ernakulam and Mattancheri;

(5) cannot such a passage be constructed by deepening a couple of furlongs of the backwater now lying between the northern point of Venduruthi and the southern extremity of the reclaimed area;

(6) have the ferry contractors brought their difficulties to the notice of Government, and if so, has any action been taken;

(7) is it not a fact that the ferry boats find it extremely difficult, nay, sometimes impossible, to approach the jetties at the Ernakulam shore on account of the silting up of the backwater near the foreshore; have the Government taken any steps to at least minimise this difficulty;

(8) has not the Government deepened that portion of the backwater opposite to the new jetty constructed to allow the water barges carrying water to Mattancheri to approach the shore at Ernakulam?

Mr. V. K. Aravindaksha Menon.—(1) Yes. The time taken for each trip before and after the reclamation is 20' to 25' and 30' to 40' respectively.

(2) Yes. There is and has been some difficulty during low tides.

(3) It is true that 2 accidents have happened.

(a) The boat 'Lucky' went over some logs lying under water level at about 7-30 p. m. on 8th April 1928 due to want of light.

(b) While the Dredger 'Lord Willingdon' was working on the inner Harbour, the channel allowed for boat traffic was not more than 50 feet broad between Mattancheri shore and the danger posts of the Dredger. So a cargo boat collided with the ferry boat and capsized. But these two accidents were not the outcome of the narrowness of the channel.

(4) & (5). The matter is under consideration.

(6) Yes. Vide answers to (4) and (5).

(7) There is some difficulty during low tides. Action is being taken to remove the difficulty.

(8) Yes.

Water service connections in Ernakulam.

504. Mr. P. Krishna Menon.—Will the Government be pleased to state:—

(1) whether a deputation of the Ernakulam Municipal Council waited upon the Diwan in connection with the refusal of the Public Works Department to effect water service connections to houses and laying of pipes in streets after receiving money for the same ;

(2) when did they so wait, and was not the deputation assured of a favourable disposal of the question ;

(3) has any order been issued in the matter and if not, what is the reason for the delay ;

(4) did the deputationists request the Government to issue such orders as will enable the townsmen of Ernakulam to enjoy the benefits of the available water supply equally and equitably irrespective of the quantity, large or small, that the Public Works Department may be able to supply ; if they did, what prevents the Government in granting the request ;

Mr. V. K. Aravindaksha Menon.—(1) Yes.

(2) The meeting was on November 22, 1928.

The delegates explained the situation to the Diwan and they were assured that the Government would sympathetically consider the question after giving due regard to the points raised by them.

(3) No. The matter is under consideration.

(4) The answer to the forepart of the question is in the affirmative.

The Government is considering the question whether the suggestions brought forward by them will serve the best interests of all concerned.

Ernakulam Motor Service.

505. Mr. P. Krishna Menon.—Will the Government be pleased to state:—

(1) how many motor services are there working now with their termination at Kottayam after the arrival of each of the trains in Ernakulam ;

(2) what is the order in which they are running ;

(3) what are the names of the permit holders of such services ;

(4) for how long has the first-starter been enjoying the privilege of starting first after each of the trains ;